



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

-- Warning Notice --

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

-- Copyright Notice --

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVII • NUMBER 5 • MAY/JUNE 1999



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

1998-99 MEMBERSHIP AT ALL TIME HIGH

Our membership is at an all time high of 610 members. We must be doing something right as each year our membership increases. Thanks to all who sent in information. Your sharing of letters, photos, newspaper and magazine clippings are one of the reason we're doing so well.

It means that you enjoy being part of a worldwide group of people who are fascinated with Buick as a car, as a marque in automotive history that is with us today, as a mode of transportation that we still keep repaired and running and who appreciate a good source of parts, technical information and above all, friendship.

This is the next to last issue of our 1998-1999 publishing year. Most subscriptions expire with the next (July/August) issue. Check the envelope label to see if you need to renew.

To make it easier, there will be a self-addressed renewal envelope included with the next issue. You can renew for more than one year if you want by pay-

ing the one year rate times the number of years you want to renew.

Our overseas members may want to consider sending the \$40 renewal fee in cash to avoid paying for a US dollar check. So far I've never failed

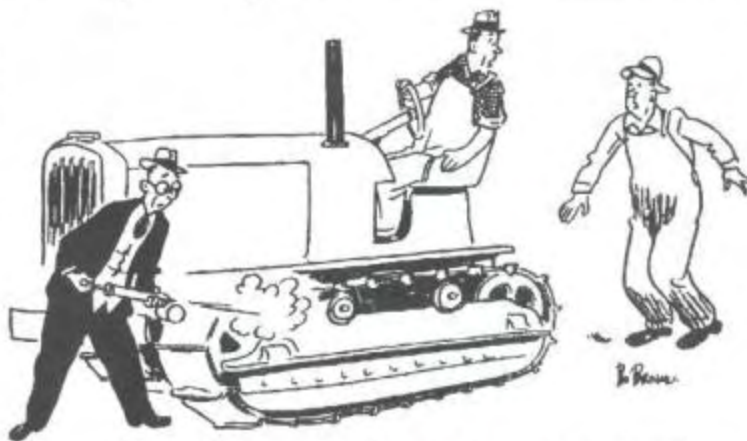
to receive cash renewals. If you have an e-mail address, please include it and I will let you know your cash has arrived.

It must have created a flash back for some people when member **Anthony Wright** (#1192) flew into San Francisco as he had a friend pick

him up in a 1936 Buick. This photo could have been taken in the late '30's judging by the car, suitcase, dress of the men and the buildings.

This humorous cartoon appeared in the March, 1942 issue of Motor Age magazine shortly after the US entered World War II. It was a well known magazine for auto repair shop owners and mechanics.

Richard Vaillancourt (#1171) in Rhode Island has a '37 Special that came with a Marvel carburetor. (Most '37 Special's came with the Stromberg AA-1). The linkage is dif-



"He says the Government hired him to spray caterpillars!"



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



ferent so they don't directly interchange. However you **can** exchange a '35 or '36 Stromberg EE-1 for the '37 Marvel used on Specials. The Stromberg EE-1 exactly replaces the '37 Marvel with no modifications. Thanks for the tip Richard.

Sam Mahle (#1187) in Clarion, PA restored the '37 Century Coupe he used in college over 30 years ago.

He painted his car #504 Sudan (light) Blue. He has received many compliments on this color. He used DuPont ChromaBase BM487KH 1. Above is its formula. The rims (wheels) were also be painted this color as there was not an optional wheel color in 1937. For Buick in 1937 wheels and body were painted the same color. 1938 Buicks offered the customer body color wheels or an alternate color.

Sam painted the Century himself using this type of Base-coat, Clear-coat. He found it easy to work with. It took him about a day to paint. Then it was buffed out. Sam has had a lot of compliments on both the color and the car.

Sudan Blue was also used in 1938 where it was called #519 Botticelli Blue.

Unlike 1937, '38 Buicks had a choice of two colors for the rims, either body color or an optional color. The optional color for Botticelli Blue was Dante (fire engine) red.

**NON-CUM GUIDE	MIX SIZE: PINT	
827J BLUE	60.6	175K CHROMABASE BINDER 83.2
805J JET BLACK	19.4	
816J MED FINE ALUM	16.5	
866J RED VIOLET	10.0	
4530S FLOP CONTROL AGENT	8.6	
802J LS WHITE	5.2	
150K CHROMABASE BALANCER	225.7	VGC-LE: 5.8 VGC-AP: 5.0

Anyone out there restoring a 1938 80C Phaeton? If so, the end latches that hold the top down and mount on each end of the windshield are the same

as the ones used on the 40-60 series cars. These are being reproduced by **Lauren Matley** (#46). Phone: (253) 630-2008 in Kent, WA.

The only difference in the center latch is an off-set mounting stud, and 1/8" difference in length. So Lauren will have a couple of center latches made-up for anyone needing a replacement. You couldn't have the old ones replaced for the cost of these new stainless latches.

Lauren also writes: "As for modern paint formulas, I have been toying with an idea on that problem. The formulas I developed over 10 years ago are nearly obsolete in that most jobs are acrylic ure-



≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

The TORQUE TUBE
1005 RILMA LANE
LOS ALTOS, CA 94022 USA

You can reach Harry Logan by
PHONE/FAX (650) 941-4587

or by E-mail: harrylogan@earthlink.net

Editor:.....Harry Logan, #651

Printer Liaison:.....Bill Olson, #427

Art Director:.....Dug Waggoner, #10

Printer:.....Conrads Printing, Lancaster, Ohio

All rights reserved. No part of this newsletter may be reproduced in any form without written permission from THE TORQUE TUBE.

thane. Since I have a pristine 1937 Buick showroom color book and fabric swatches, a slightly different approach could assist all members. These color chip samples are 4 1/2" X 11", mounted on hard felt and covered with a bonded clear cover, a computer scan would render very close matches."

"In using the computerized spectrophotometer, it can retrieve a standard formula by make, model, code number, and alternate shade. This could eliminate the problem for those who want to use a preferred brand of paint. This is the best of all solutions, standard formulas very nearly perfect duplicates to the originals, available in any brand, type or quantity. This would be especially helpful to those overseas members."

"As you know, some 1937 colors were used in 1938, with the only difference in the code number and the color name. So these formulas would cover not only all of '37, but some of '38 as well. The problem is taking the time to accomplish this task. It is something that I hope to do in the near future."

Restoration Supply Company, phone: (775) 825-5663 in Reno, NV sells a couple of items members may be interested in. Both are imported from Australia.

One is Penrite Steering Box Lube (photo on page 2). It's about a 1200W oil which will not run out of your steering box. It doesn't pour or run but always stays in contact with the gears. This is one of the best lube's for all non-power steering boxes. It's also good for enclosed U-joints and other parts which require a very thick, sticky lubricant. It comes in a 500 ml

bottle (about 1 pint). Part no. LUB009/\$7.50.

Restoration Supply also sells halogen headlight bulbs. They are much brighter than the original bulbs and have a standard pre-focus base to fit directly into original sockets of American cars, trucks and motorcycles. The 6 volt headlight is Part No. ELE 135/\$14.95 each. I have them installed in my '38 Century coupe. They definitely are brighter than the original bulbs. But I haven't used them enough to see how long they last or if the increased current damages the light switch.

Don Micheletti

(#250) reports he bought a door latch spring from them and that they were very nice to deal with. Be sure to ask for their catalog.

Take a look at this 1938 advertisement showing a "Heat Genie" arising from the engine compartment of a '38 Buick. It was promoting Gunk, a garage and chassis degreaser which you can still find on the market today.

New member **John Wilson** (#1406) is our first member from the state of West Virginia. He suggests members selling parts or cars include their e-mail address along with their address and phone number. That would make it less expensive to contact them.

Bill Shipman

(#617) in Seattle, WA commented on the Adding Sidemounts article that appeared on pages 19 & 19 of the September/October, 1998 Torque Tube. Bill writes: "Sidemounted

Buicks had somewhat heavier front springs than their plain counterparts. I don't think the difference is critical, but those converting should





consider the possible differences in handling characteristics and angle of repose, before making the switch without changing springs."

ED: I've noticed a slight downward tilt of the front of my 38-66S which has had the sidemounts added without changing the springs. Looking at the car from the side, you can see the nose is a little lower, but it's not very noticeable and does not effect handling. So I'll leave it as it is.

This photo above, of a black '38 Century coupe, belongs to **Doug Nelson** (#51) in Salem, Oregon. It's parked in front of an old garage that was moved there from his parents property. The red gas pump is a 1925 Red Crown.

Buick historian **Terry Dunham** would like to hear from anyone who owns or has seen a '37 or '38 Buick with only one side-mount. I have never seen one but heard there was a '38 Roadmaster in Southern California with only one sidemount. The cover car on the latest Buick Bugle magazine

shows a single sidemounted 1940 Century. Often factory dual sidemounted cars like my 38-61 are stamped with a "6" to indicate dual sidemounts. Does a single sidemounted car have a "5"? Let me know and I'll e-mail Terry. Thanks.

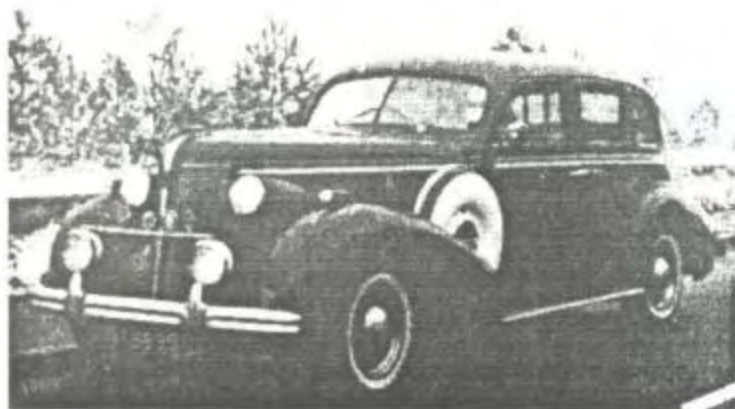
Long time member **Al Lovi** (#994) in California owns a '38 Century Sedan. He made these color car display posters, below, for my cars. He works from your photo and description of the car. I usually lean these framed posters against my front bumper. And people do stop and read them. Then they have a better appreciation for your car. Prices start @ \$50.00 and up depending on color, size and rendering of your car. You can contact Al at (707) 837-1786. Also

see his ad on page 30 of this issue.

Bob James (#371) in Canada has been selling 1936-1941 Buick parts for many years. He writes: "Through the years, I have collected quite a few manuals, catalogs, pictures etc. and would be willing

to share this information with fellow members." You can reach Bob at PO Box 531, Whitby, Ontario, Canada L1N 5V3. FAX: (905) 655-5310. Thanks for your offer Bob.

This black '37 McLaughlin Special sidemounted sedan is owned by new member **Mal O'Neill** (#1425) in England. The car is very rare in the UK. It was fitted with a Lendrum & Hartmann (the UK Buick agents) division window behind the driver. It had two radios, one in the front for the chauffeur and one at the rear.

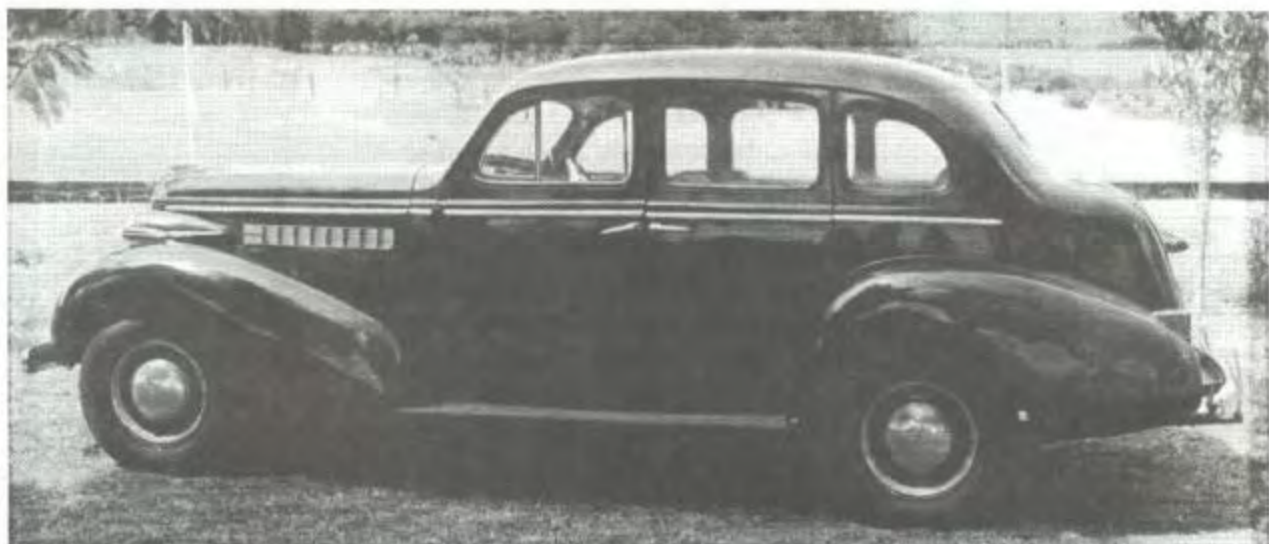


The first owner was the General Manager of the Radiant Sweet and Candy Company, Doncaster, England.

The next two photos, at the bottom of page 5, are a good examples of two of the sedan body styles for

1937 Buicks. The trunk back was standard body configuration for styling but a new style was being shown for the first time.

The plain back, swept-back, slope back, fast back or stream lined style was added to the line that greatly enhanced the image of Buick in the



GM stable. Although the trunk was less spacious than that of the trunk back the spare tire was stored flat in the same sub-compartment.

The majority of the buyers favored the trunk back style models because of the increased luggage space which was noticeable in the production numbers between the two styles.

Andy Moreland (#1423) in Hamilton, New Zealand owns the first black 1937 Special 4-door sedan model 41. Andy says his Buick is in good condition, but needs a few bits and pieces replaced which he is slowly gathering. He takes his Buick out for a ride on most weekends.

The second black 1937 Special slant back 4-door sedan belongs to new member **Ed Kowalski** (#1424) in Portage, PA. Ed needs some parts such as bumper guards and a center hood strip. Hopefully Ed will find them in one of our parts for sale ads.

This 1938 Special Model 41, below, has been sitting outside in New Zealand since 1978. The owner would not sell it, but after he died, his wife did. A collector bought it for a parts car. The body and chassis and rims are rusted. Even the coil springs. A few parts are salvageable and will find their way to a good home.

Here another 38-41 sedan project car at the top of page 7. **Phil Mares** (#1211) in Oklahoma bought it years ago.

He has been working on it on and off for the past five years including putting in a new wooden shelf in the trunk.

The engine was removed from the car and rebuilt. Phil hopes to finish the car this year.

A book about 1935 Buicks has recently been published. The author will soon have books out on 1940 and 1941 Buicks. Next year he plans to do books on the 37/38 and 1953 Buicks. The author writes "*The 1937/1938 Buick story is very interesting and probably, for the first time since it happened, it will reveal what really happened in the 1938 slump which was a case, not so much of reduced buying demand, but serious dealer cash flow problems.*"

The 1935 book costs \$15 including first class postage. If you're interested, they can be ordered from the author.

Walt Bruegger
1289 Magnolia St. #1
San Carlos, CA 94070

On the Comeback Trail

the
1935
BUICK
STORY





And that's what the **37/38 Buick Club** is all about. As our motto says, we are
An International Club for the Preservation and Restoration of all 1937 and 1938 Buicks!



Harry

Cover Cars

The photos on our front and back covers show a black 1938 Century Sedan Model 61 owned by **Mike Maroney** (#1226) in Southern California. Mike possess the most popular of the Century models and one of over twelve thousand Model 61's that Buick manufactured in 1938. See Mike's story below.

THE RESTORATION OF A '38 CENTURY

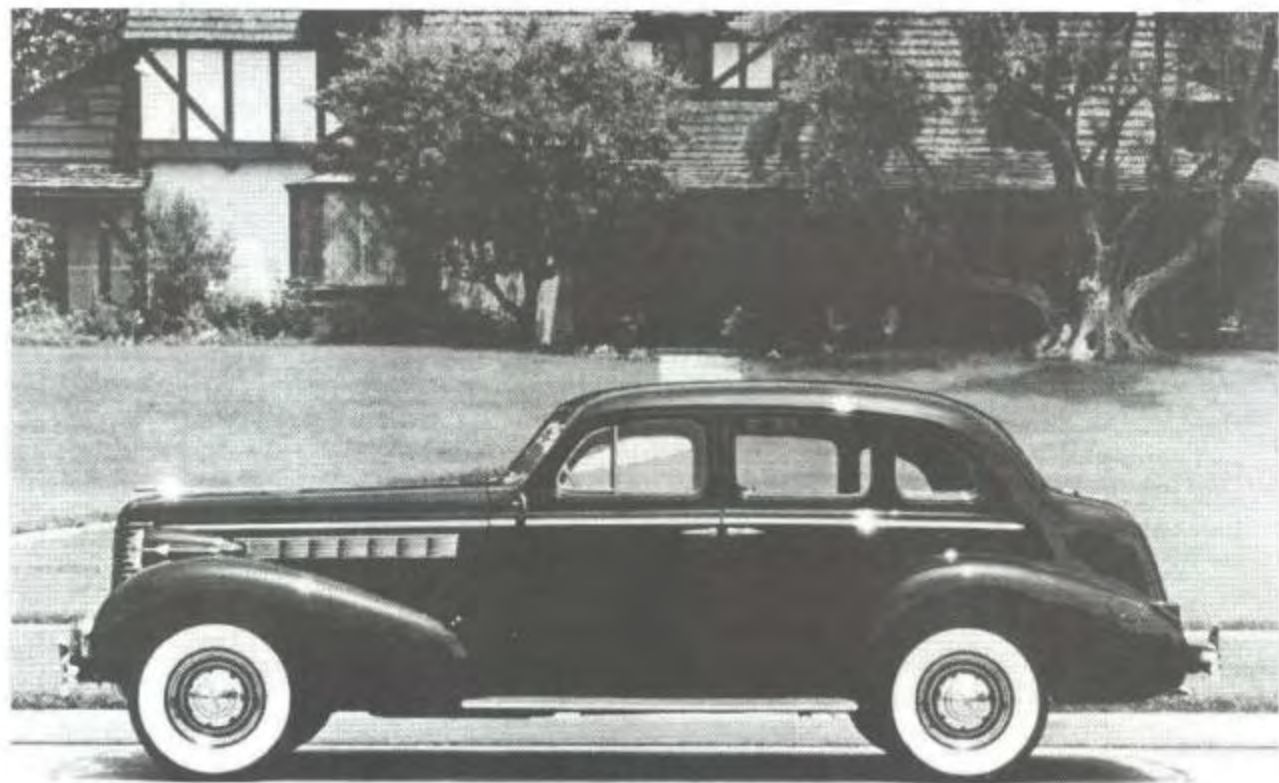
By **Mike Maroney** (#1226)-Burbank, CA

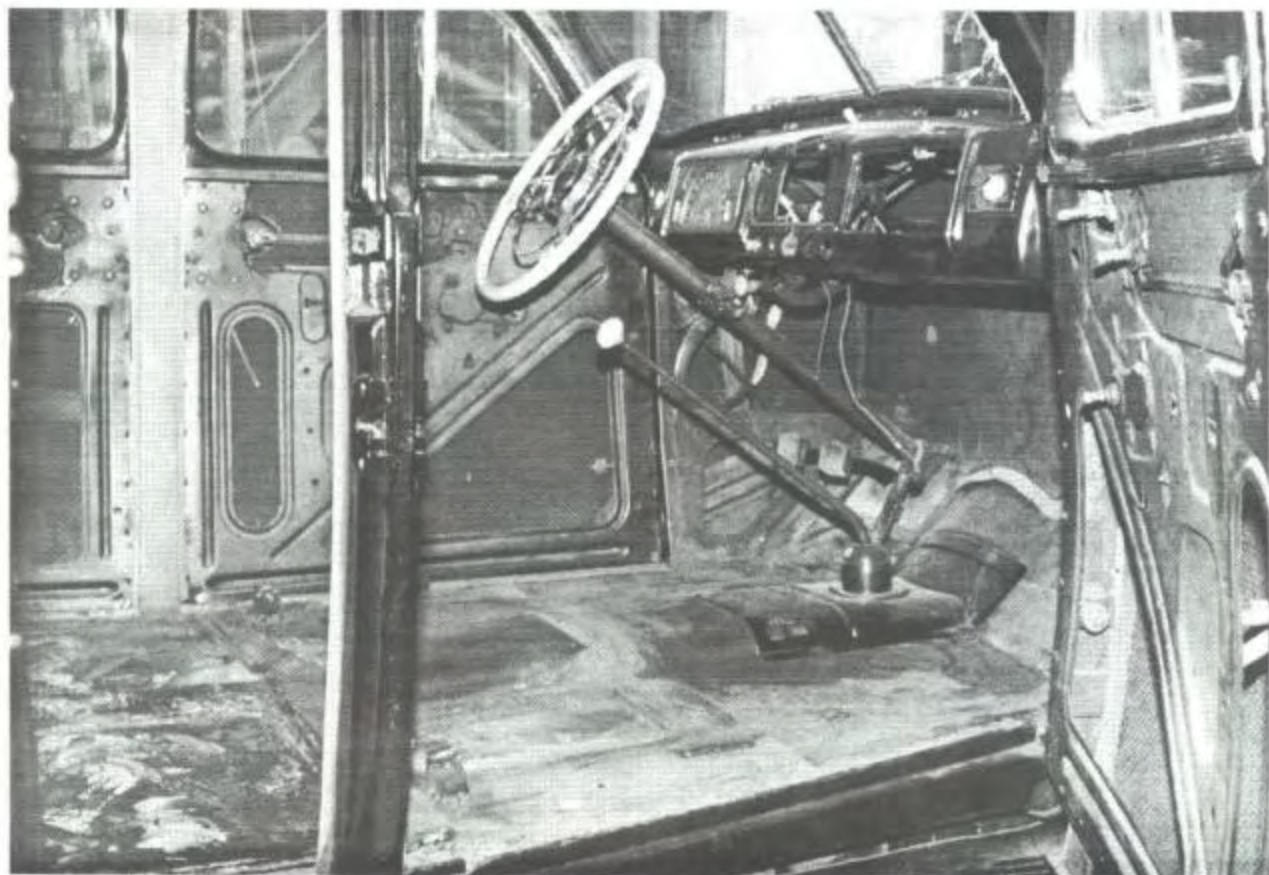
This black 1938 Century sedan is our cover car. It originally came from the San Francisco area and once belonged to **Mike Edborg** (#167) in Fresno, CA. It was brought to the Los Angeles area around 1985 and I bought it in January, 1995. No restoration work had been done when I bought it. The car had never been in a car show since it had no interior. A new interior was installed. The engine was worked on and detailed.

The car had some body and paint work done

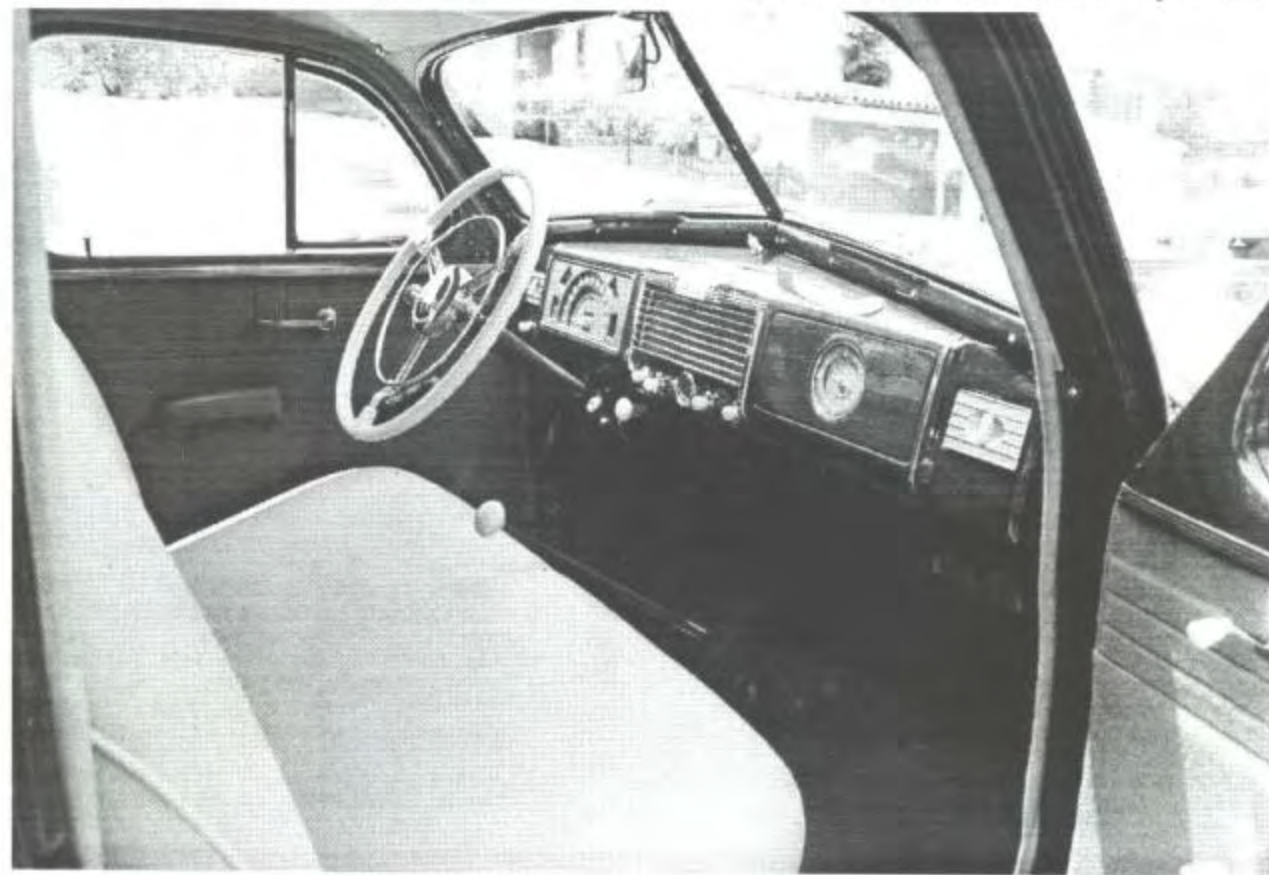
when it was in the San Francisco area. I had the front clip painted plus fixed all the mechanical problems. This took two years. The car now runs perfectly, like a rocket ship, and everything works.

The Pasadena B.C.A. car show was it's first time to be judged. To receive the first place award was a real accomplishment. Thanks for all the help and information I received from the **Torque Tube** and **our Club Members**. It's been a big help!





The car had never been in a car show since it had no interior but look at the finished product.





The engine had many areas worked on and finally detailed to what you see here. Ed: If there is one drawback to showing photos throughout the *Torque Tube* in black and white is that it does not match the beautiful color that **Mike Maroneys** pictures demonstrate. However, it does show a beautiful restoration.



1937-1938 *Eastern Meet*

By Harry Logan (#651)-Los Altos, CA



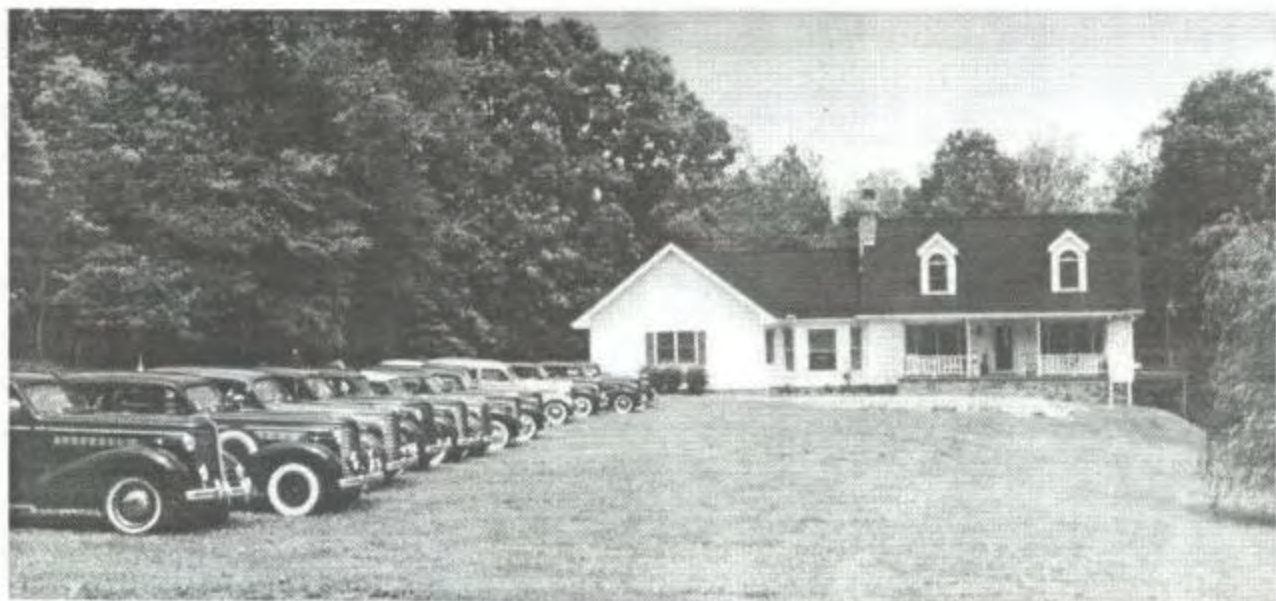
The three day 1999 Eastern Meet was held at this turn-of-the-century hotel and resort in French Lick, Indiana during the last week in May. We had a good turnout, about 45 people and sixteen 37/38 Buicks including three '37 Special Convertible Coupes. Plus on the first day, a '53 Buick, a '46 Dodge and a Plymouth sedan toured with us.



On Thursday we visited the Forest Discovery Center. The six acre building is large enough to contain thirteen football fields. It produces high quality moulding, trim and other wood products.



Afterwards, we had lunch on a farm, then drove to Kentucky to visit the Louisville Slugger Bat Factory and Museum. The entrance has an eye catching baseball bat, the world's largest.

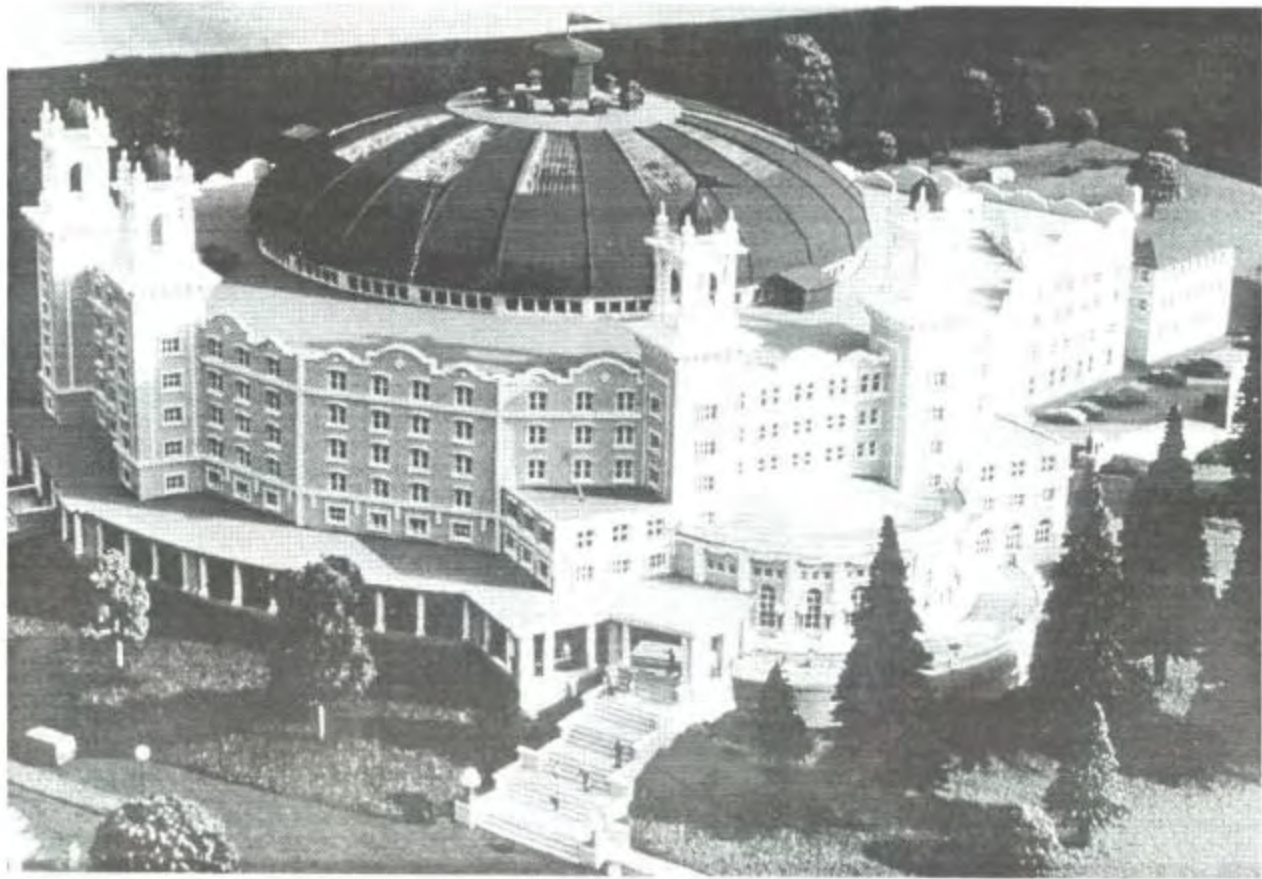


Next, we stopped at Sherry and Paul Barger's home for a delicious barbecue lunch. Boy was it good!



Sherry (left) has attended several 37/38 meets with her friend **Archie Mitchell** (#946). They're seen in the rumble seat of **Clarence Hoffman's** (#546) 37-46C.

Finally, on Saturday we toured the nearby West Baden Springs Hotel. Built in 1902 around a vast dome. The former hotel closed during the Depression and later served as a seminary and a private college. In 1998 the Indiana Historic Landmarks Foundation completed a restoration of the long-vacant National Historic Landmark.

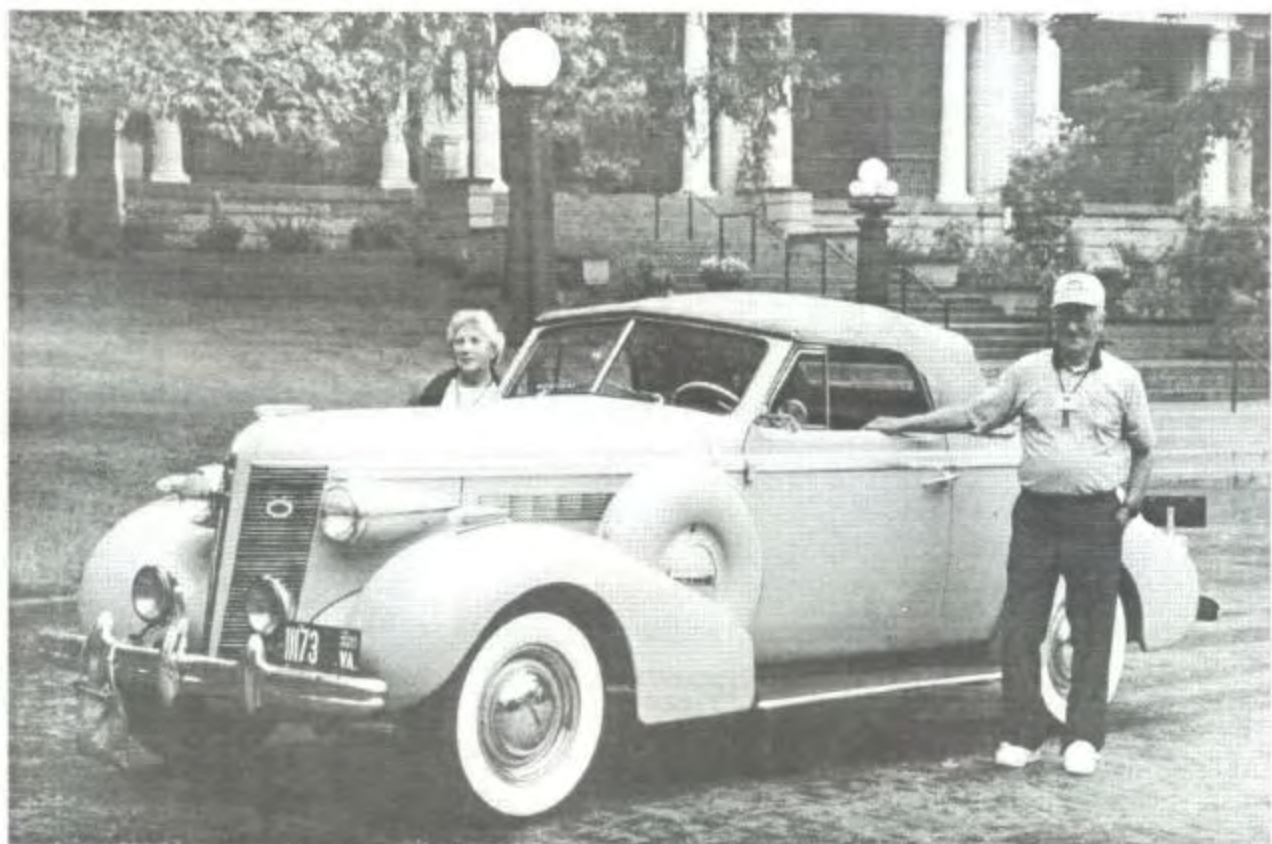




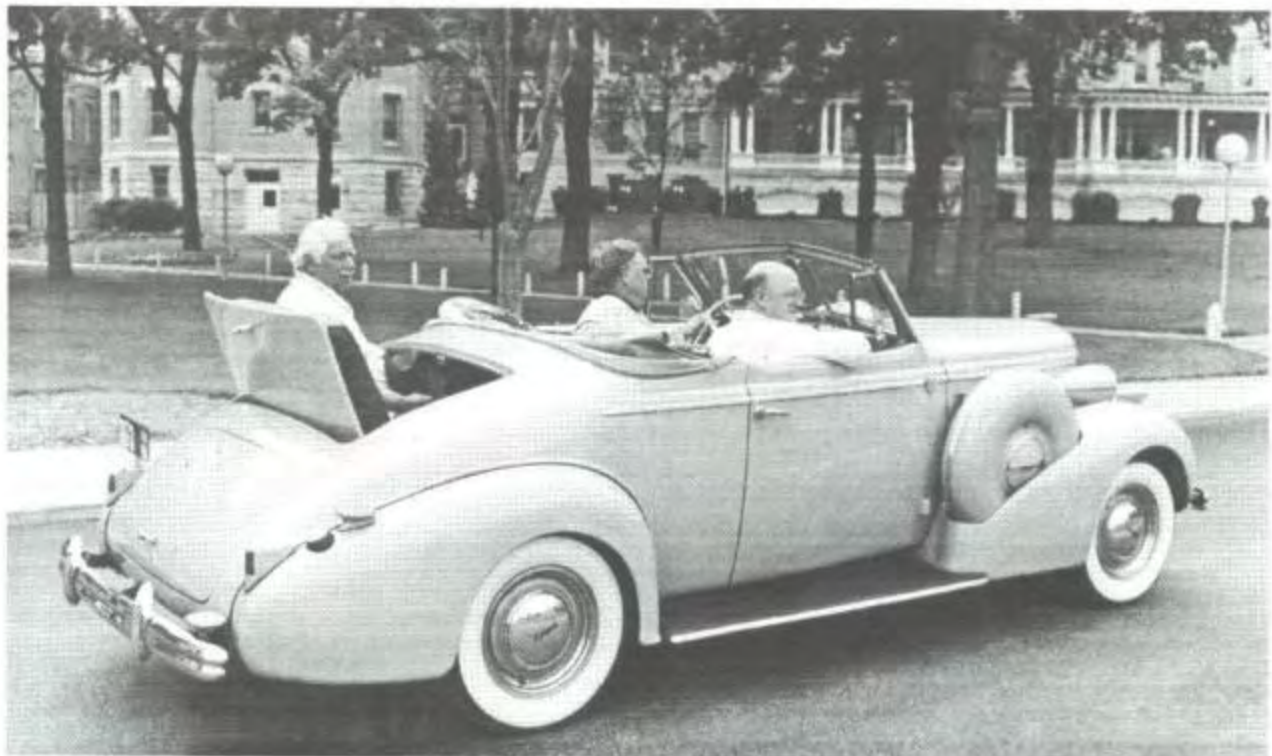
We were awe-struck at the huge size of the free-standing dome, the wall design and columns and the huge marble floor.



Before heading home, some members posed with their cars on the hotel grounds. This is **Joe** and **Della Busby** (#846) from Anderson, IN and their 37-41.



Karl and Dorothy Anderson (#47) from Virginia have attended many 37/38 Meets in their 37-46C. They've even driven it to Oregon and back. They believe these cars were meant to be driven.



Karl even let several members drive his car. Here we see Steve King (#776) at the wheel, chauffeuring Jim Hackenburger (#1360) and Clarence Hoffman (#546) around town. The three day meet seemed to go by so fast. Now it's just a memory that I'll always remember!

THE WHEELS OF TIME

Named for Speed

1938 Buick Century Tour

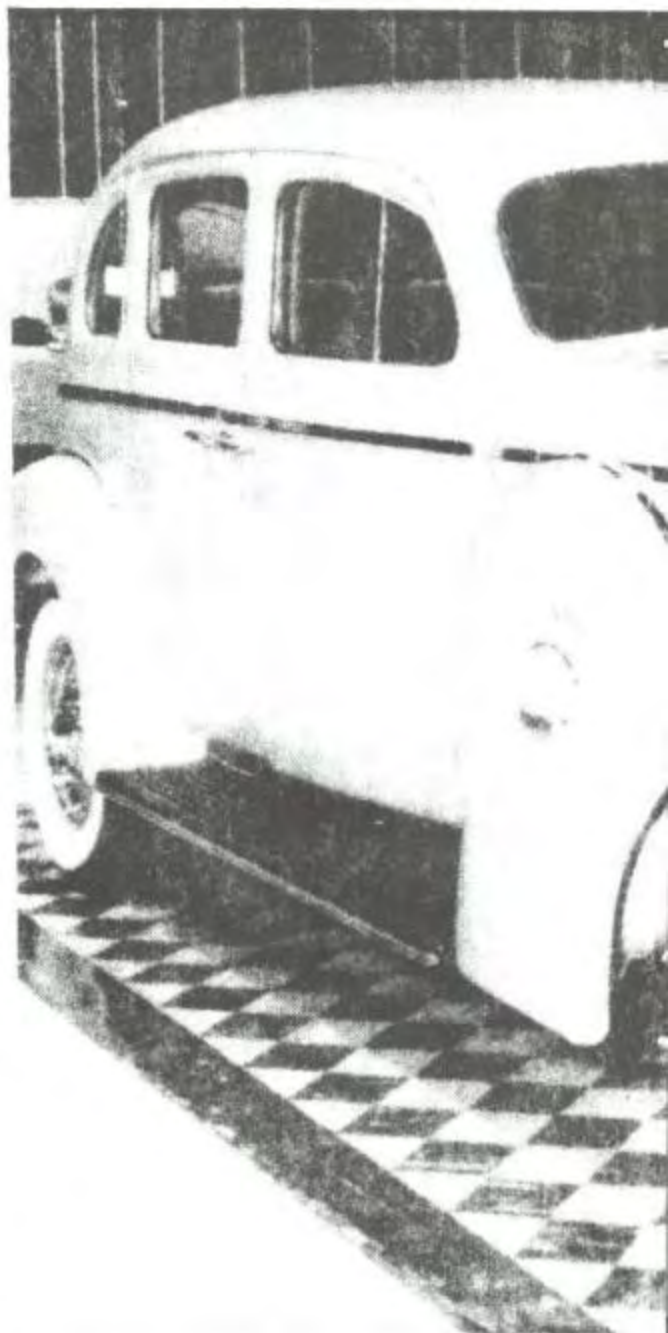
Named for its ability to do an honest 100 mph, the Century was the smallest of the Buick line, behind the Roadmaster and Limited series. Many Buick historians consider the 1938 models the best of the prewar Buicks. From its tubular aluminum pistons in the straight-eight "Dynaflash" engine to its pioneering rear coil springs, the 1938 Buick was the choice of the upper-middle-class professional. Magazine ads extolled the car's ride and its "astounding" performance. In looks, the 1938 models were very similar to the 1937s with the exception of a new grille and front fenders. Options included a dual side-mounted spare tire that allowed more room in the trunk, an electric clock, a choice of two heaters, an electric windshield defroster and a center-line radio. Buick ranked fourth in sales in recession-wracked 1938, behind Chevrolet, Ford and Plymouth.

THE SPECS

Price	\$1,297
Engine	320-cubic-inch in-line eight
Horsepower	141 at 3,600 rpm
Wheelbase	126 inches
Passenger capacity	5

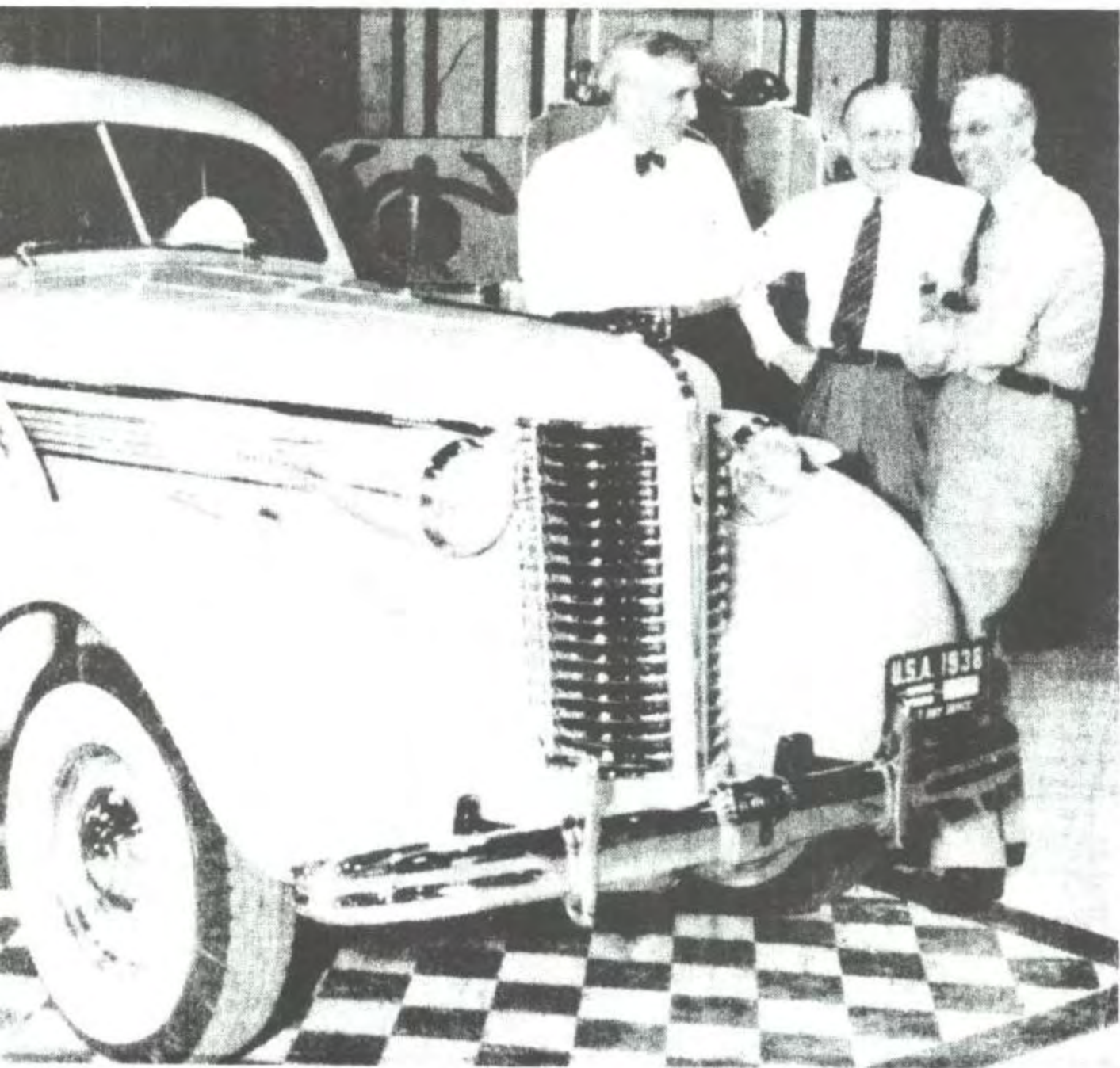
HISTORICAL FACTS

Year	1938
President	Franklin D. Roosevelt
Dow Jones industrial average (year-end)	154.76
Academy Award movie ...	"You Can't Take It With You"
Milestone	Eastern Airlines created



Thanks to East Coast member **Von Hardesty** (#964) in Alexandria, Virginia for sharing this

ing Sedan



clipping of a 1938 Buick Century Touring Sedan from the January 17, 1999 Washington Post.



Technical TIPS

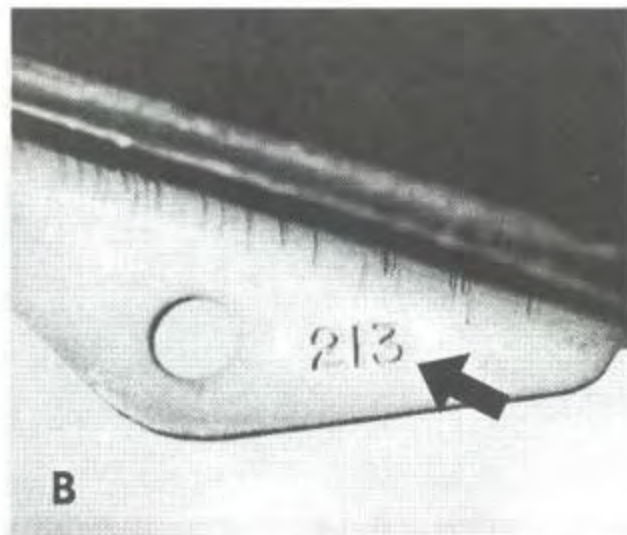
By Harry Logan (#651)-Los Altos, CA

1937-1938 VOLTAGE REGULATORS



A

Original equipment for Buick in 1937-38 was a 5 terminal voltage regulator. If the original regulator became defective, the replacement was a 4 terminal regulator, P/N 1118213 (A).



B

The photo (B) shows that the last three digits of the part number (1118213) are stamped on the base of the regulator.

The manufacturers instructions (C) that came with it stated: "When replacing 5 terminal regulator, remove the regulator "IGN" terminal to ignition switch lead. If lead is in harness, cut off the lead as close to the harness as possible. Then tape the wire to the harness."

The 4 terminal regulator 1118213 was used on the following GM cars:

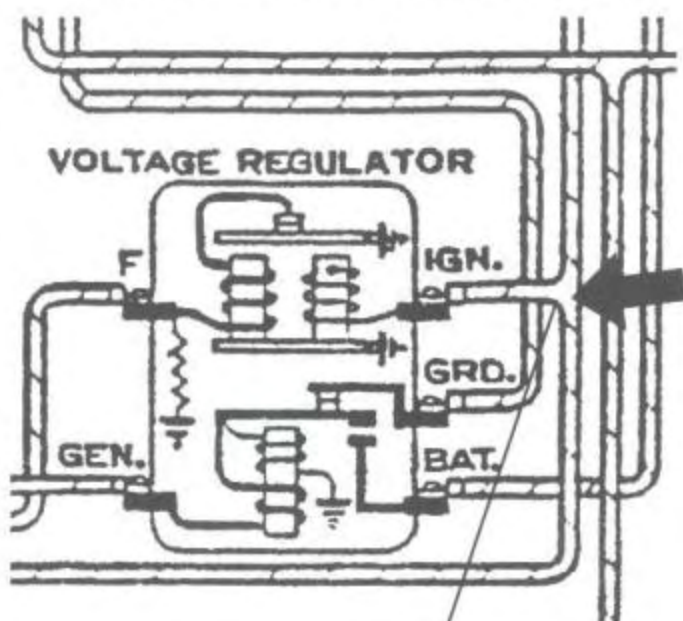
- Buick 1936
(Canadian cars).
- Buick 1937-1938 All Models.
- Chevrolet 1935
(State Police cars equipped
with 936-N generators).
- Chevrolet 1936
(Canadian cars).
- Olds 6 & 8 1936
- Pontiac 6 & 8 1936-1937
- Pontiac 8 1935-1938

In 1940, Buick used a higher output (and physically larger) regulator and generator. Some 37/38 Buicks have been converted to this system. The '40 generator is 8" long versus 7" for the 37/38. The regulator is larger (**D**) because it now includes a current regulator in addition to the voltage regulator and cut-out relay used in 37/38.

So if you use a '40 or later generator, be sure to use the '40 and later, larger regulator containing three relays. Many replacement generator's carry the exchange number 62U on '40's, 60U on '37 and 52U on '38's instead of the Buick P/N.

This larger regulator means you cannot use both the firewall threaded regulator mounting holes. You will need to add one new mounting hole to the firewall to make the adjustment to the new wider '40 style regulator. The key message is not to mix a 37/38 regulator (#213) with the 1940 and later (longer) generator or you'll have problems.

ORIGINAL 5-TERMINAL REGULATOR

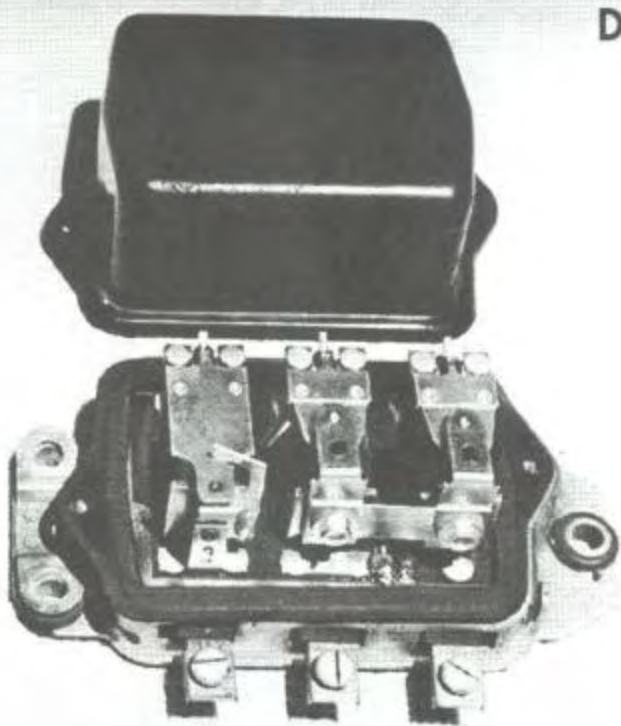


**CUT OFF
IGNITION LEAD WIRE
FROM LOOM HERE**

C



1937 1938



1940

D



Technical TIPS

The Nov./Dec. issue contained a question from a member who's having difficulty with cold starts: car starts easily when warm, but not after sitting for several days. Noticing that the butterfly valve in the carburetor air intake was not closed all the way with the engine cold, he wondered if this could be the problem; however, he said, he has no idea how to adjust the choke and doesn't have the special tools referred to in the shop manual. I doubt that the choke is at fault, and, in any event, nobody has those tools.

The butterfly valve should not close completely; if it did, the engine would flood. So long as it is partially closed, when the engine is cold and open all the way when the engine is hot, the choke is probably as good as it can get. It seldom pays to monkey with this choke; they are better left alone, and the only way to check its function, any more precisely than by eyeball, is to compare it with the choke on another car that runs well. If it's stuck, try cleaning; otherwise, my advice is: *leave well enough alone.*

Hard starting cold, especially after the car has been sitting for several days, is a common problem. The nature of the Stromberg carburetor is such that fuel drains out of it gradually when the engine is not running. After several days, the float chamber is empty and all the gas that was in it has gone into the intake manifold. The large engine has a drain valve in the manifold that allows this gas to drip out onto the ground—or the floor of your garage; the valve is closed by vacuum as soon as the engine starts. (This valve is worth a look now and then—if it's not closing, you've got a nice vacuum leak).

The Special engine does not have this valve. When you try to start the engine with an empty float chamber, the starter must turn the engine over until the mechanical fuel pump fills up the chamber.

Inasmuch as the starter is none too powerful, this may take some time, during which you are wearing out your starter and the teeth on the fly-wheel ring gear, and listening to that awful groaning. One cure is to have a reputable shop rebuild

ENGINE HARD TO START?

By Bill Olson (#427)-Columbus, Ohio

your starter with "high-torque" windings; this will speed things up some.

A better cure, in my opinion, is to add an electric fuel pump. Six-volt pumps are readily-obtainable. They can be mounted anywhere in the fuel line between the tank and the mechanical pump, and wired up with a switch concealed under the instrument panel. The electric pump can push gas right through the mechanical pump; conversely, the mechanical pump can pull gas through the electric pump. It is therefore not necessary to run them together; indeed it is much better not to. The electric pump is used only for cold starts. Turn the electric fuel pump switch on; the pump will run for maybe 30 seconds and then stop. The float chamber is now full so switch off the electric fuel pump. At this point, using the normal procedure, she should start right up.

(Dug Waggoner (#10) - I agree with Bill on these two improvements in starting a cold engine. Remember your carburetor wasn't designed to work with an electric fuel pump so make sure you buy one that is rated to work properly with your carburetor. There are some pumps on the market that you can adjust and fine tune the psi to the carburetor. It is also a good idea to tighten all the carburetor screws and mounting bolts or you could be pushing gas out of the carburetor and down onto the hot manifold. So if you do install an electric fuel pump make sure you check for leaks when you switch it on and always switch it off before you start your engine. When using the electric fuel pump you will find that this is also a good time to check for leaks in your mechanical fuel pump. If you find leaks there, it could rob you of acceleration and power because your sucking too much air through the feed line to the carburetor as well as contributing to the inefficiency of your mechanical fuel pump.

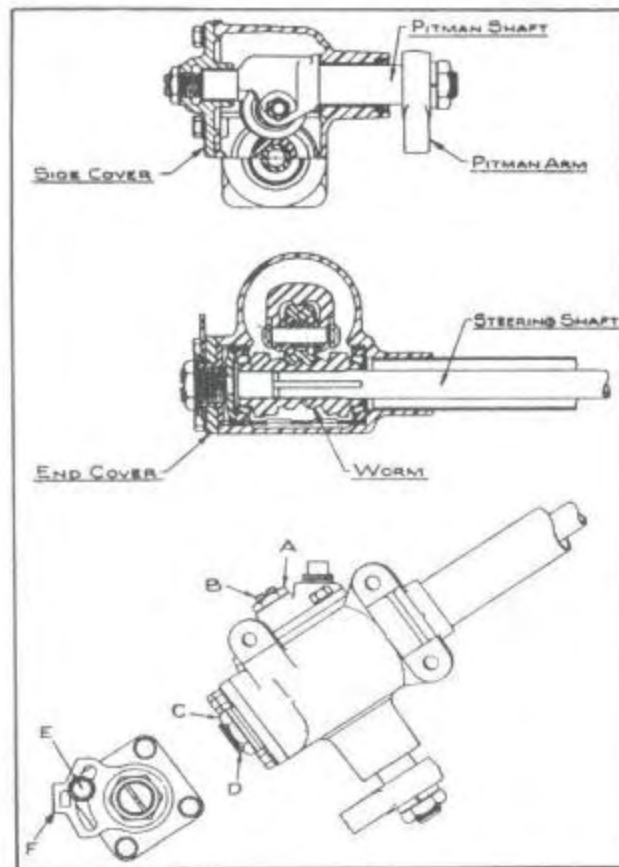
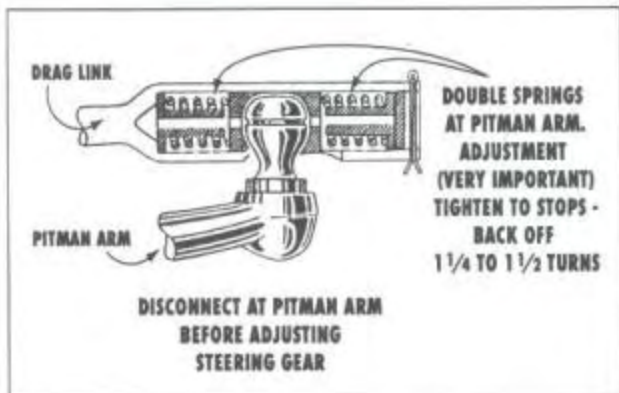
There is also a theory that says that if you encounter vapor lock, while you are driving, you can switch on the electric fuel pump to push gas through the fuel system to keep going to a safe, cool destination but remember to make sure you have no leaks in your carburetor or fuel system or you could have a barbecue **before** you get to the picnic. Safety First!)

SERIES 40/60 STEERING GEAR ADJUSTMENT

From Motor Age magazine



Before making any adjustments to the steering gear, disconnect the drag link from the Pitman arm. You may need a forked tool called a Tie-rod Separator. Be sure to do the adjustments in this order:



1. To remove the Pitman Shaft End Play:

- Tighten side cover bolts.
- Loosen lock nut "A."
- Turn screw "B" clockwise just enough to remove end play. Test by holding Pitman arm at the shaft and shaking in and out of steering housing.
- Tighten lock nut "A."

2. To remove Worm Shaft End Play:

- Tighten end cover bolts.
- Loosen nut "C" at lower end of gear.
- Turn screw "D" clockwise as far as possible without stiffening the action of the steering wheel when turned from extreme right to extreme left. Spring scale attached to rim of steering wheel should show not over 1 pound pull required to turn wheel through entire range.
- Tighten lock nut "C."

3. To remove Backlash Between Worm and Roller:

- Locate front wheels in straight-ahead position and disconnect drag link.
- Tighten end cover bolts (except bolt "E").
- Loosen bolt "E" one-half turn only.
- With soft hammer, tap lightly on lash adjuster "F" to turn it in direction of arrow. Move adjuster only 1/16 inch at a time, testing amount of back-lash each time by shaking Pitman arm fore and aft. Turn adjuster just enough to remove backlash.
- Tighten bolt "E."
- Connect drag link.
- Check backlash by turning steering wheel. There should be no lost motion when wheels are straight ahead.



Technical TIPS

By Harry Logan (#651)-Los Altos, CA

The U-joint is enclosed by the torque ball and is lubricated automatically from the transmission. The front yoke of the U-joint is attached to the transmission mainshaft by splines and is locked by a cap screw. The rear yoke of the U-joint is attached to the propeller shaft by splines and is supported in a bronze bushing in the torque ball. The parts are assembled in the order shown in this diagram (A).

(B) The torque ball (center) is held in place by the inner (left) and outer (right) retainers.

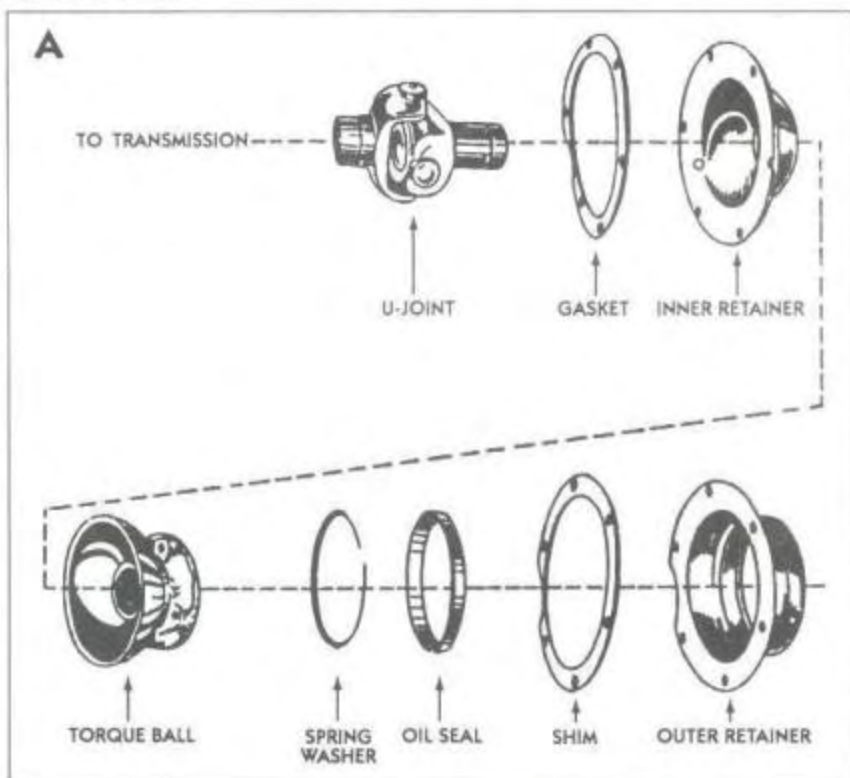
The factory specification for the fit between U-joint and torque ball's bronze bushing is .006" loose. If the bronze bushing is worn, it can allow oil to pass to the rear axle. (C) The worn bushing can be removed after taking out its lock pin.

Then a new bushing (D) is installed and locked in place. If you still experience leakage from the transmission to the rear axle, it may be due to torque tube misalignment. This can happen if the strut rods are incorrectly adjusted.

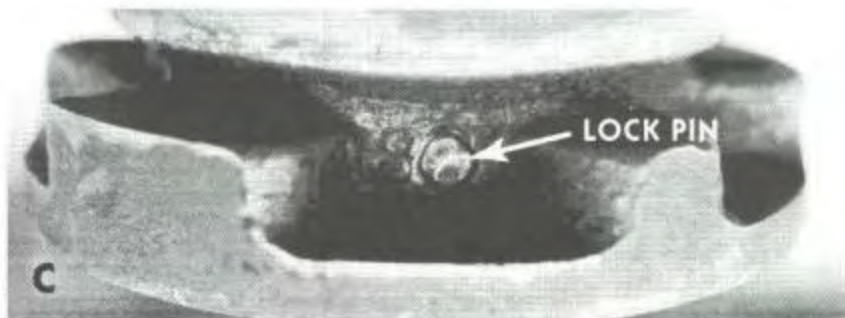
The torque ball flange is bolted to the torque tube using (E) four bolts on Specials, six bolts on Big Series cars.

The torque ball is moveable and slides between the

THE UNIVERSAL JOINT (U-Joint)



BRONZE BUSHING



LOCK PIN

D**E****SPECIAL****BIG SERIES**

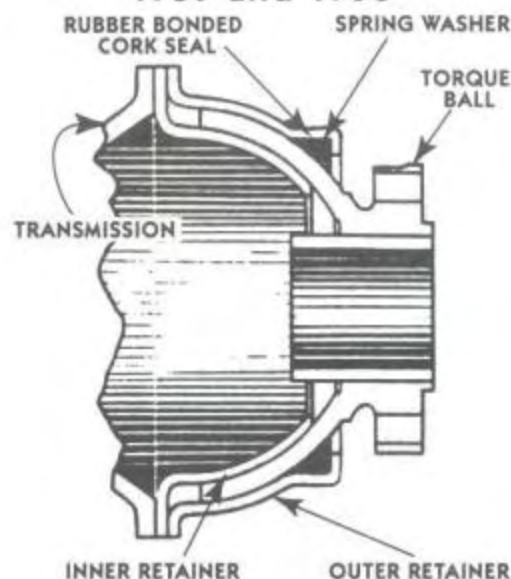
inner and outer retainers as the car goes over bumps. The two retainers are stationary and bolted to the rear of the transmission. On 1936 models, the outer retainer had a cork oil seal.

(**F**) On 1937 and 1938 models, a spring washer was added to maintain pressure on the cork seal. This added pressure helps prevent oil leaks and scoring of the torque ball.

(**G**) The spring washer is slightly cupped. Take a look

at (**H**) on how it should be installed so that there is a gap between the inside diameter of the washer and the edge of the retainer.

When working on the U-joint, you will need a Torque Ball Seal Kit. Check the Ad for Bob's Automobilia on page 31. These \$27 kits (TBK 343) contain a neoprene (instead of the original rubberized-cork) oil seal, shims and a small tube of silicone. Then follow the printed instructions for a leak-proof seal.

F**1937 and 1938****G****SPRING WASHER****CORK SEAL****H****EDGE OF OUTER RETAINER****SPRING WASHER****GAP**

Dale Lang (#1417)
PO Box 68088
Portland, OR 97268

Gary Catherwood (#1418)
1878 Mosset Court
Coquitlam, BC V3J 7P1
Canada

Brian Armer (#1419)
Lancaster road
Pilling
Preston,
England PR3 6AE
38-41

Paul Cook (#1420)
17 Thorndike Rd.
Wakefield, MA 01880
37-66S

WELCOME New Members

Ira Malek (#1421)
105-30 Flatlands 2nd St.
Brooklyn, NY 11236

Jeff Lateer (#1422)
2240 Tanger Court
Union City, CA 94587
38-61

Andy Moreland (#1423)
1147 Victoria Road
RD 4
Hamilton,
New Zealand
37-41

Edward Kowalski (#1424)
1303 Gillespie Ave
Portage, PA 15948
37-47

Mal Oneill (#1425)
Auckland Park
Bishop Auckland
Durham Co.
England DL14 8RJ
37-41

Donald Stewart (#1426)
6403 23rd St.
Lubbock, TX 79407
38-41

Michael Capps (#1427)
3229 Lovers Land
Dallas, TX 75225

Parts FOR SALE

• **1937 & 1938 PARTS** The following is just a portion of the parts available. Call with your needs.

• 1937 PARTS

40/60 Series rear brake cables, good condition	\$40 pair
Coupe taillight, no stanchion or T bar	\$50
80/90 series trunk hinges	\$125
Master and deluxe heaters	\$75 each
Roadmaster rims	\$25 each
Roadmaster axles	\$100 pair
Roadmaster front suspension,	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets	\$75
Century brake & clutch pedal assembly	\$35
Century radiator	\$75
Special radiator	\$75
Rear springs 40 & 60, good condition	\$100 pair
Radio delete plates	\$15
Small series throttle linkage	\$25
Big Series rocker assemblies	\$50
Fender lights	\$65 pair
Trunk lights, complete	\$50
Tail lights with lenses, all series	\$50 pair
Wiper transmissions	\$50 pair
Special manifold	\$75
Throttle cable	\$20
Special transmission	\$100
Special splash pans	\$40 pair

(Parts For Sale continued from page 24)

Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75
Aux. speaker.....	\$50
DeLuxe heater with defroster and dash vents.....	\$175
Owner's Manual.....	\$35
Horn button, vgc.....	\$40
Large series transmission.....	\$300

• 1938 PARTS

Radio, working.....	\$300
DeLuxe Heaters.....	\$75 each
40/60 series front bumper, re-chromed, not perfect.....	\$100
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
Century radiator.....	\$100
Special coupe window moldings.....	\$100
Cigarette lighter.....	\$25
Century motor, rebuilt, complete with AAV-2 and new clutch.....	\$2500 firm
Rear muffler hanger, NOS.....	\$35
Grille, some pitting.....	\$100 pair
AAV-1 carburetor, complete.....	\$175
AAV-1 missing choke cable.....	\$125

Special rims.....	\$50 each
Owners Manual....	\$50
Large series transmission.....	\$250
Special transmission.....	\$150
Special sidemount fender with covers, no rust but some dents.....	\$2,000

• **1937 & 1938 PARTS**

Special Sidemount covers.....	\$450
Opera seat stands, 40/60 series.....	\$50 pair
Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
40-60 kingpin sets.....	\$30
Starter drives.....	\$20
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
2 Door rear ash trays.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Large series starter with solenoid.....	\$75
Radio bracket.....	\$25
One sidemount lock with key.....	\$50
Large series flywheel, excellent teeth.....	\$100

• **SIDEMOUNT FENDERS**

'38 Limited with sidemount fenders	will sell whole for \$,3000 or will part out
'39 Special Sidemount fenders with covers.....	\$1,200 pair

Dave Tacheny (#997)

11949 Oregon Ave. N.

Champlin, MN 55316

(612) 427-3460

• **1937 PARTS**

Engine (60-80-90).....	\$200
Limited sidemount fenders	\$400 plus shipping

• **1938 PARTS**

Engine (60-80-90)	\$200
Rear end gears (4.18 ratio), 60-80-90	\$250
Transmission (60-80-90)	\$225

• **1937/38 PARTS**

Front rebuilt wheel cylinders (1-1/4") 80-90	\$130 set
Rear rebuilt wheel cylinders (1-3/16") 80-90	\$130 set
Front break drums (80-90)	\$75 set
Rear break drums (80-90)	\$75 set
Front shocks (80-90)	\$75 set
Front axles (80-90)	\$45 set
Front A-frames with lower control arm shafts (80-90)	\$75 set

David Bylsma (#117)

7802 Chevalier Ct.

Severn, MD 21144

(410) 551-7236

• **1937 PARTS**

1937 Bottle Shaped Original Jack with Folding Handle	
Show quality. Detailed in Semi-gloss black	\$130 postpaid.

Lewis Cohen (#584)

58 North Racebrook Rd

Woodbridge, CT 06525

(203) 397-8723

• **1937/38 PARTS**

1937 or 1938 Right side running board for a SPECIAL. It is in good condition with the stainless trim and rubber intact	\$80
--	------

Bruce von Zuben Sr.

Box 745

Grassy Lake, Alberta

Canada T0K 0Z0

(403) 655-2251

• **1938 PARTS & LITERATURE FOR SALE**

Marvel CD-1B carburetor, rebuilt, Series 40	\$100
Colored folder showing all series cars and new features	\$30
Radio installation manual, reprint	\$5

All prices plus shipping

John Johnson (#697)

276 N. Seymour Ave.

Mondelein, IL 60060

(847) 566-5005

• **1938 PARTS—1938 Series 40:**

Left front fender, fair condition	\$75
Right front fender, good condition	\$100
Right running board, repairable core	\$50
Headlight switch	\$15

• **1937 PARTS**

Fender Marker Light	\$30
---------------------------	------

(Parts For Sale continued from page 28)

(Parts For Sale continued from page 27)

All Prices Plus Shipping and Handling

Charles Wenger (#1278)

(410) 877-7150, after 6 p.m. EST

• **1938 PARTS**

Special motor, transmission and rear end. Making a street rod
and don't need these parts \$600

Keith

Placerville, CA

(530) 622-4606 home

(916) 537-5210 work

• **1938 PARTS**

1938 SPECIAL Engine. Engine is located in Mt. Vernon, WA. You pick up. \$50

Sonya Beard

3912 Montgomery Ct.

Mt. Vernon, WA 98274

(360) 424-2084

Parts **WANTED**

• **WANTED: 1938 PARTS**

- 2-outside 1938 locking door handles in excellent condition.
5 & 3/16 inches long from end of shaft to key entry.
- 2-outside 1938 locking door handles. Can be in poor condition so long
as they have the keyed shaft. 5 inches long from end of shaft to key entry.
- 4-nice 1938 bumper guards.

John Baine (#1090)

RR 2

Bradford, Ontario

Canada L3Z 2A5

(905) 775-2622

• **WANTED: 1937/38 PARTS**

Special or Century convertible sedan top bows. All or part.

Also any literature on convertible tops.

Larry Landrith (#1311)

2407 Mormon Island Drive

El Dorado Hills, CA 95762

(916) 933-3327

• **WANTED: 1938 PARTS**

Accessory front horseshoe grille guard.

Ralph Rodriguez (#1201)

PO Box 0425

La Mirada, CA 90637

(562) 902-6417

Cars FOR SALE

• **FOR SALE: 1938 SPECIAL**

4-Door Trunk Back Sedan. Not running.
Engine free. Parts of restoration car. Located in New Jersey

\$2,500.00

Art Sommers (#464)
(732) 938-2495 or
(732) 364-8884 in New Jersey

• **FOR SALE: 1938 SPECIAL**

Modified Sport Coupe Model 46S.
Dual sidemounts, two fold-down opera seats. 425 nailhead with duce fours.

\$25,000.00

Butch Leonard (#1257)
(541) 382-5202 in Bend, Oregon

• **FOR SALE: 1937 SPECIAL**

1937 4-door trunk back sedan Model 41.
No sidemounts, solid original, runs OK. Needs restoration.
It was an advertising car for Bambergers Lounge in Port Jervis, N.Y.

\$3000.00 obo

Ron Stimson (#939)
21453 Northwood Ave.
Fairview Park, Ohio 44126
Phone: (440) 333-7494



Extra! Extra!

Back Issues Still Available!

THE FOLLOWING BACK ISSUES ARE AVAILABLE FOR \$4.00 EACH POSTPAID.

- 1991-1992 Volume X - Numbers 1 through 9
- 1992-1993 Volume XI - Numbers 6 and 7
- 1993-1994 Volume XII - Numbers 2, 4, and 6
- 1994-1995 Volume XIII - Numbers 2, 4, and 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Numbers 4 through 6
- 1997-1998 Volume XVI - Numbers 1 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

ONE OF A KIND CAR DISPLAY POSTERS!

Beautiful, Descriptive, Framed Collector Car
DISPLAY POSTERS

for Car Shows are my specialty.

These Hand Made Posters really add that
"SPECIAL TOUCH" when displayed next to your car.

Prices start at \$50.00 and up depending on
Color, Size and Rendering of your car.

Al Lovi (#994)

ART DESIGN STUDIO

95 Brienne Circle, Windsor, CA 95492
(707) 837-1786

CONVERTIBLE SUN VISORS

SUN VISORS

Fits 1935-36-37-38-39

\$165.00 each

These are authentic visors. All parts are chrome plated.



WALLACE WAMSLEY

(619) 283-3063

4732 Bancroft Street #7, San Diego, California 92116

1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. **SATISFACTION GUARANTEED.**

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available upon request, or send year, model, serial number, engine number, car photo (if available) and Fisher Body data plate rubbing.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

SATISFACTION GUARANTEED. \$39.95 including shipping.

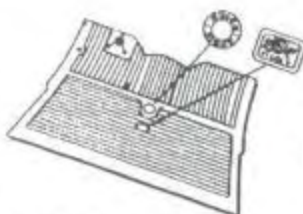


TERRY DUNHAM
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057 • Phone 407-880-0797 • e-mail: BUICKOHV@aol.com.

FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



BOB'S
AUTOMOBILIA
(805) 434-2963

1937-38 BUICK



DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....\$1.80 ft.
Clip-in.....DW-80.....\$3.25 ft.
Clips.....WC-80.....\$.75 ea.

DOOR BOTTOM SEAL

Clip Type.....DW-369.....\$2.25 ft

TRUNK SEAL-SEDANS. 1/2" Wide;

Ser. 80-90.....TW-371.....\$35.50
Sedans. 3/4" Wide;
Ser. 40-60.....TW-371S.....\$37.50

TRUNK SEAL For COUPES. 5/8" x 1"

Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16" TL-1129.....\$47.50

CLUTCH and BRAKE PEDALS Series 40-60

Black.....CB-343BK.....\$5.95 ea.
Brown.....CB-343BN.....\$5.95 ea.

PEDAL FLOOR SEALS; All Models

FS-375.....\$12.50 pr.

1937 ONLY! ACCELERATOR PEDALS Series

40-60 Back.....AP-37BK.....\$32.00
Brown.....AP-37BN.....\$35.50

SHIFT BOOT. 1937-38 Series 40 Only!

Black.....\$9.25
Brown.....\$18.50

Series 80-90 Black ONLY.....\$8.50

DOOR SILLS; Trim To Fit

2-Door \$62/pr. 4Door \$93/set.

GLOVE BOXES; \$27. ea.

PARKING LIGHT LENS.....\$18.00 ea

CARB. KITS: CARTER.....CK-360C \$27.00

STROMBERG.....CK-37XS \$27.50

TORQUE BALL SEAL KIT. All Models

TBK-343.....\$27.00

VISOR "VANITY" MIRROR. VM-379.....\$27. ea.

LICENSE PLATE FRAMES. Chromed Brass

LF-333P.....\$62. Pair

FRONT END PARTS For 40-60 Series;

Upper Outer Kit.....\$39.50

King Pin Sets.....\$39.75

Lower Inner Bushings.....\$20.00

Tie Rod End.....\$27.00



EXHAUST MANIFOLDS

1937-38 Series 60-80-90

ENDS \$185. CENTER \$189. VALVE BODY \$195.

RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

RI-378S.....Set of 8..\$180.00

HOOD REST PADS. 1937-38 6-8 Per Car.

HR-378.....3.50 ea.

DASH GLASS. SILK-SCREENED on

Back of GLASS in COLORS as

Original. 1937.....SPEEDO DG-37.....\$38.

RADIO.....RG-37.....\$23.

CLOCK.....CG-37.....\$28.

1938.....SPEEDO DG-38.....\$38.

RADIO.....RG-38.....\$23.

CLOCK.....CG-38.....\$28.

PLASTIC DASH KNOBS DK-37(38).....\$6.

PLASTIC DOOR HANDLE and Window

Winder RINGS..HE-37(38).....\$6.

OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DGF-296.....\$5./Set

1938.....DGF-380.....\$5./Set

DOOR FERRULE INSTALLATION TOOL.

\$20. Refundable if Returned Within

30 Days. DF-TOOL.....\$29.

1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....\$8.95

MOTOR MOUNT, FRONT. All Models

ROUND PADS.....SP-338.....\$10. pr.

MOUNT.....MM-347.....\$51. pr

TRUNK HINGES for 40-60.Chrome Plated \$150. pr.

1937 HUB CAPS. All Ser.....HC-37.....\$60. ea.

WHEEL Beauty Rings. 15" or 16".....\$99./Set of 4

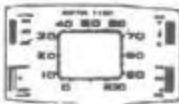
1937 or 38 HOOD ORNAMENT.....\$85.

SOME OTHER ITEMS WE STOCK; BEARINGS,

DECALS, ENGINE PAINT, DECALS, SHOP

MANUALS, PARTS BOOKS, BODY BOOKS and MORE.

SHIPPING; 10% max.\$9. min. \$4. Prepaid. C.O.D. Add \$5.



SP-347

BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423 TELEPHONE (805) 434-2963

.VISA- MASTERCARD-DISCOVER or C.O.D. CATALOG #45 \$5.00 - PHONE ORDERS - (Write For Catalog)

BUICK

"Upholstery and Top Kits"

1932 / 1955

Since 1977 .. Hampton Coach has been producing only the finest quality Interior and Top products available for GM cars. We offer complete Interior Kits, Seat Upholstery, Tops and related accessories as well as "era" fabric by the yard...

Inquire Toll Free....

1-888-388-8726

e-mail lbb-hc@greenet.net



HAMPTON

6 Chestnut St.
Fax 978-388-1113



Amesbury, MA
01913



**Restoration and repairs
that are correct
and authentic.**

"I know your Buick."

Former Director of Long
Island, NY Chapter now has
fully equipped shop
in North Georgia.

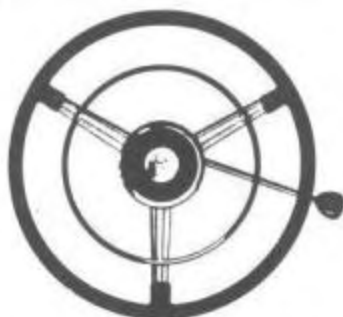
Ron Stanger, BCA #21079

Classic Car Works Ltd.,
3050 Upper Bethany Rd.
Jasper, GA 30143
Phone (770) 735-3945



J.B. Donaldson Co.

2533 W. Cypress St.
Phoenix, Arizona 85009
(602) 278-4505



Beautifully Recast
STEERING WHEELS

Thru 1953
Call or write for brochure

RESTORATION



SERVICES

Running Board / Rocker Moldings
1934 thru 1940 SSAE for Information

BUICK RESTORATION SERVICES
P.O. BOX 442, PERRY, MICHIGAN 48872



1927
TO
1953

WIRING HARNESSES

AUTHENTIC REPRODUCTION
WIRING SYSTEMS THRU 1953
HAND CRAFTED WITH THE
FINEST MATERIALS
EACH SUPPLIED WITH:
LIMITED WARRANTY
INSTALLATION INSTRUCTIONS
SCHEMATICS

ALSO OFFERING:
WIRING SUPPLIES
CATALOG OR INFORMATION \$5



BOX 435 WAYNE, PA. 19087

